

## CONDUCTORS BALK AT HAND REGISTERS

Prospects That Many Will Not Work Today—Men Don't Call It a Strike, Just Refuse to Work With Rooke Register—Will Seriously Cripple Shore Line Trolley Service—Company's Statement Shows That Register is in Use in Many Other Places.

Shore Line trolley conductors are balking at using the Rooke register fares, and those in New London have served notice on the company that unless these registers are withdrawn, they will not work today (Saturday). The men don't call it a strike; they simply refuse to use the Rooke register.

Officials of the trolley company point out the fact that the last agreement signed with the trolley men provided for the arbitration of differences, but the conductors are ignoring this agreement. The officials say that the registers are to stay, but they do not propose to employ any strikebreakers, and if car crews do not report for duty this morning, those cars will remain in the barns.

Already on Friday night here it was reported that there were about twenty conductors who had quit work and the Laurel Hill line some trips were made with a motorman on each car.

In New London the hand registers have been in use for about two weeks, but in Norwich they were only put to use on Wednesday of this week. "It is not a question of extra wages," a question of the hours of labor," said the spokesman for the conductors in New London on Friday.

It is a question of working under satisfactory conditions. The hand register method of collecting fares is satisfactory to the patrons of the trolley, and it is impossible for a conductor to collect fares by this method and give attention to the various stops on the line. Making change for another cause of delay. After handing back the change, the passenger must, according to the rules of the company, insert the nickel in the slot of the hand register, and many of the passengers object to this. This leads to argument, and in some cases, the passenger absolutely refuses to pay his fare in that manner.

"In collecting fare with the hand register the conductor is not in position to note the stops along the line and when the car goes by the stop and desired by a passenger an argument is on schedule right away. Aside from the trouble in collecting the fare and the arguments with the passengers," said the conductor spokesman, "we object to the hand registers because the rule virtually makes us as thieves. Ever since the hand registers have been installed one of the passengers have called attention to the lack of confidence on the part of the street railway officials in their employees. We do not like that. We will not stand it and if the hand registers are not called in we will not report for work Saturday and will seek other and more congenial employment."

Statement by Company. In the following statement:

No other remedy will so surely and quickly correct stomach ailments, regulate the liver and improve the general health as a dose of Beecham's Pills

Largest Sale of Any Medicine in the World. Sold everywhere. In Boxes, 10c, 25c.

Friday, the Shore Line Electric Railway Co. gives its position upon the proposal of the conductors to quit work because of the use of the Rooke register.

Referring to the demand of some of our employees that the use of Rooke registers be discontinued, should any number of our platform men leave our employ because of the continued use of the Rooke Register, we may be forced to discontinue service to some extent. This would be unavoidable. As a company we have tried to win and hold the loyalty of our men. We have paid good wages and kept our working agreements. We shall hope to retain the goodwill of all men leaving our service. Should any number of these ex-employees seem to prefer to remain idlers, however, in order that they may not about stirring up trouble we wish the public to have certain facts by which to judge such actions.

There can be no strike. Their Union will not induce such work. Our men have preferred to deal with us in a collective way through their Union. In acquiescing to this wish and in safeguarding against just such contingencies as now threaten, we have sought to protect the public and ourselves against these over-night strikes decided by entering into agreements with this Union which mutually protect against such hasty actions. The National Executive Board officials of this Union believe in keeping such agreements. The National Executive Board of the Carmen's Union has strongly endorsed this Rooke Register. This Board considers the various changes in working conditions imposed on conductors through the use of new equipment by the employing companies. This Board investigates and occasionally presumes to say what is fair and advantageous for use, or impractical and not desirable for use. This Board recognizes not only the right but the desirability of the employing company availing itself of this particular improvement in fare collection practice.

We have been handed copy of an original letter showing this specific endorsement. It reads as follows:

Amalgamated Association of Street Railway Employees of America. Detroit, Mich., Oct. 10th. Rooke Automatic Register Co. Gentlemen: The Rooke fare register as shown to the General Executive Board of our Association meets with much favor by the members of the Board and where it may be played in service I am impressed that it will prove a most satisfactory device. It will lessen shortage and establish a more perfect system of accounting than provided by any other register now in use. (Signed) R. L. REEVES, Sec. General Executive Board.

You will note this letter is not merely negative but positive in character. If these old-timers in street railway operation recognize benefits to be derived from Rooke Register service, why should we be condemned for holding similar views? Anyone may place his own interpretation on their expressed belief that the Rooke Register will "lessen shortage." Surely in these days of six-cent and seven-cent fare units this Company should be commended and supported in any effort to "lessen shortage," in gathering in the nickels before adding to that fare unit. The collective interests of carmen in their labor organization work, as thus recognized by their chief executives, takes precedence over the views of certain groups of members. Individual conductors may have various reasons for preferring the old easy-going method

in accounting for the collection of money not their own. If the Union letter shown herewith casts no reflection on the conductor, surely we cannot be thus accused when we merely quote such good authority. As a matter of fact it is merely a frank business statement of the mutually unfair working conditions that are very largely avoided by this newer system. The average thoughtless person ignores these vexatious business conditions which we must continually exert ourselves to overcome. To many citizens the paying of a nickel fare is not a business transaction at all. No obligation is felt. Simply hand over the money in any way. In the conduct of business over his own counter, however, this same type of person appeals to you to "Watch the Cash Register" and "Get a receipt" for your purchase, and would be inclined to call in the police should his clerk fail to use the cash register.

Now this Rooke Register is not a new device. Neither is the fare-box nor other types of coin-operated auditing mechanisms now so generally used by street railways. All these were condemned by some few or inefficient persons when they were first used. The highest state courts have upheld this particular collecting system as making entirely reasonable demands on both passenger and conductor. If the courts have not decided and the Carmen's Union should be left to determine without interference whether or not we are to realize the benefits expected and desired. This register is accurate and fair in its financial dealings with our conductors. Years of service by other companies have demonstrated this. Our conductors have been using an accounting system less exacting. This has made the new method seem a bit harsh in comparison. In Providence, R. I. and New Bedford, Mass., hundreds of crowded open cars, pay-as-you-enter cars, interurban and all other sorts of cars have used this register exclusively for years. It would not be used were it unfair or inefficient. It has also been used on all types of cars in many other New England cities, such as Bangor, Lewiston, Augusta, Waterville and Rockland in Maine; used by the Boston and Maine Electric Co. R. on their street railway properties in and around Portsmouth, Concord and Manchester, Exeter and Dover, N. H. Over in New York state, Rooke Registers are not only used on hundreds of the Fifth Avenue Coaches and on a similar system in Chicago but also in the cities of Elmira, Plattsburgh, Watertown, Middletown, and other cities. These are some of the nearby properties using and strongly endorsing this system.

If any employe or citizen feels that he has a real grievance against the new system we will be pleased to have a talk with him. No citizen, however, is helping himself or his city by thoughtlessly falling in with a program designed to cripple us in our effort to continue service on the nickel fare basis.

THE SHORE LINE ELECTRIC RAILWAY COMPANY.

GREENWICH PLEDGED \$21 PER CAPITA IN STAMPS Led the State in War Savings Campaign, Cheney Says.

Greenwich led all the communities of the state of Connecticut in per capita pledges received during the recent war savings enlistment drive, according to announcement made by State Director Howell Cheney of the national war savings committee. According to figures made public, Greenwich pledged \$21 for every man, woman and child in that town.

Ansonia was next in line, followed by New Canaan and East Hampton. New Britain made an exceedingly creditable showing with per capita pledges of \$19.25. Hartford led the four large cities of the state with \$27.27, followed by Waterbury with \$26.88 and New Haven with \$25.

Eastern Connecticut towns showed the following per capita pledges: Groton \$10.85, New London \$9.50, Plainfield \$8.50, Old Lyme \$7.50, Pomfret \$7.42, Bozrah \$7.37, Sprague \$7.25, Willimantic \$6.93, Scotland \$5.90, East Lyme \$3.88, Stafford \$3.77, Preston \$3.55, Coventry \$3.33, Yonkers \$3.20, Andover \$5.97, Lebanon \$5.94, Waterford \$5.03.

JOHNNY RIEGER WILL STAY IN NAVY Waterford Young Man is Again Involved With Draft Board.

John A. Rieger of Waterford, who has had more or less trouble with the Eleventh Division draft board over the question of reports for army with the national army, is again involved in dispute with that board. According to the members of the draft board, Rieger was ordered to report here today and go to Fort Slocum for examination. From an official source comes the information

TORTURED BY RHEUMATISM "FRUIT-A-TIVES" Brought Quick and Permanent Relief

MR. P. H. MCHUGH 103 Church Street, Montreal. December 10th, 1917. "I was a great sufferer from Rheumatism for over 16 years. I consulted specialists, took medicines, used lotions; but nothing did me good. Then, I began to use 'Fruit-a-tives'; and in 15 days, the pain was easier and the Rheumatism was better. Gradually, 'Fruit-a-tives' overcame my Rheumatism; and now, for five years, I have had no return of the trouble. Also, I had severe Eczema and Constipation, and 'Fruit-a-tives' relieved me of these complaints; and gave me a good appetite; and in every way restored me to health." P. H. MCHUGH.

50c a box, 8 for \$2.50, trial size 25c. At all dealers or sent on receipt of price, by FRUIT-A-TIVES Limited, OGDENSBURG, N.Y.

German Column Halted. A group of cars met, far inside the enemy lines, a German supply column and halted it. Four mounted German officers came up to see what the trouble was. They were met from the cars, which then proceeded to make quick work of the column.

Trainload of Enemy Afire. At Framerville the cars engaged a train loaded with the enemy and finally set it afire. Tanks entered this town soon afterwards, helped the armored cars clean it up and then hoisted flags on the roof of the building which had been German corps headquarters. One car met a high

WE SELL  
THRIFT  
STAMPS

The Boston Store

WE SELL  
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## SERVICE FLAGS

If you are entitled to fly one of these in front of your home, if one of your household is a unit in our great American Army or Navy, get that flag out and display it.

Cotton Service Flags, 2 by 3 feet..... 79c  
Cotton and Wool Flags, 2 by 3 feet..... \$1.39  
Standard Wool Bunting, 2 by 3 feet..... \$2.25

## TURKISH TOWELS

These Towels were bought some time ago, and we can afford to sell them at prices considerably under the present market. You can hardly have too many of them. Add to your stock at these low prices. 19c, 25c, 33c

## HOT WEATHER COMFORTS

From the Hosiery and Underwear Department

WHITE UNDERWEAR AND WHITE HOSIERY

Women's Low Neck Union Suits with lace trimmed or plain knee..... 50c a suit  
Low Neck Union Suits with shoulder straps—a splendid suit for the money. Lace trimmed knee.

Common sizes..... 59c a suit  
Extra sizes..... 65c a suit

Nushape White Lisle Union Suits, with lace trimmed knee and with or without shoulder straps.

Common sizes..... 85c a suit  
Extra sizes..... \$1.10 a suit

"Scalpac" Union Suits—the latest designed after same models used in men's suits—cool and comfortable. All sleeveless.

White Nainsook..... \$1.50 a suit  
Pink Silk..... \$3.00 a suit

Boys' and Girls' Union Suits, light weight suits with elasticity considered first, will wear well, sizes 26 to 34..... 59c a suit

Infants' and Misses' Mercerized Socks, with either plain or fancy tops, sizes 5 to 9..... 39c a pair

Women's White Cotton Hose which are made with 4-inch garter top, double-spliced heel, sole and toe. These are seconds of our 35c grade and are nearly perfect. Sizes 9, 9½ and 10. For sale Saturday on one of our Hosiery Aisle Tables..... Only 21c a pair

The Reid & Hughes Co

## LINGERIE SALE

Specially Planned for Women

Who Are Assembling Their Vacation Wardrobes

We have picked these items very carefully.

They represent the dainty garments that

Summer insists upon. Consider this list

—mark the things you need—and come

early, while the selection is good.

Envelope Chemise in round neck and strap over

shoulder styles, pink and white Batiste and

Windsor Crepe..... \$1.00 to \$3.98

Fine Muslin Petticoats, embroidered and lace

trimmed, special numbers..... \$1.50 to \$3.98

Muslin Gowns, low neck, in pink and white, daintily

finished with bunches of hand embroidery—

very special at..... \$1.50

Women's Bungalow Aprons, made of Percale, as-

sorted neat patterns, kimono and fitted

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## CORSETS AND BRASSIERS

Makes of national reputation and unquestioned quality to meet every demand.

Complete lines of Nemo, Redfern, Modart, Bien Jolie, Ivy, Warner, C. B., Thompson's Glove Fitting, R. & G. and Grecian, Treo Girdles, also full line of Ferris Waists.

Baudoux and Brassiers, pink and white..... 50c to \$2.00

that Rieger enlisted in the navy two weeks ago and has been assigned to the position he held before he was ordered under arrest by the draft board. He is a petty officer on board a war vessel, and it is stated he will not be called back from there any other duty.

When placed under arrest in this city a few months ago upon the orders of the Eleventh Division board Rieger proved he was a regularly enlisted man in the navy, but that explanation was not held to be valid. He was sent to Camp Devens where he was disqualified because he failed to pass the required physical examination. He then returned to his home and was engaged in farming when again called by the Eleventh Division and placed in class 1. It was then he decided to return to the navy, and the officials of that branch of the service say he will be permitted to remain there.

THE BRITISH ARMY IS DOING THINGS IN FRANCE Effective Work of the Cavalry and Armored Motor Cars Related.

With the British Army in France, Aug. 9, 4:00 P. M.—(By The Associated Press.) The British and French divisions gained more ground in the great battle raging in the Amiens-Somme district. The latest reports appear to show the Germans are retreating in great haste. The scenes on the battlefield over which the allies already have passed give evidence of this haste in abandoned guns, stores, and even regimental and artillery maps and papers.

Aerial observers report large streams of transport and men hurrying eastward in full retreat. Beaumont fell to the allied forces this morning and Le Vesnel also was taken after hot all-night fighting.

Clearing Way for Troops. The cavalry is working far back toward the Somme and is still rounding up villages, while tanks and armored cars are running over the question of reports for army with the national army, is again involved in dispute with that board.

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German officer riding in an automobile along the road. The officer was killed and his car captured.

Regimental Commanders Caught. All along the line this afternoon snipers and isolated machine gun bullets were extremely busy, but these were silenced one by one as the advance proceeded.

It is reported that two regimental commanders have been captured in one section.

Since daybreak the Germans have been making an extraordinary effort to blow up with field gun fire ammunition and other dumps which they had to leave so hastily yesterday.

TREATMENT AND EXCHANGE OF PRISONERS OF WAR John W. Garrett Will Head Mission to Discuss Important Question.

Washington, Aug. 9.—John W. Garrett, American minister at The Hague, has been designated to represent the State Department and to head the mission of the United States which will meet German delegates at Bern, Switzerland, within a month to discuss the treatment and exchange of prisoners of war.

THE AMERICAN COW IN WAR TIMES Many Million Dollars Worth of Exports Furnished in Past Year.

The American cow is doing her bit in the great war. She has contributed one hundred million dollars worth of her products to the exports of the United States in the last year, nearly all of it going to the "boys in the trenches" chiefly in the form of condensed milk. A compilation by The National City Bank of New York shows that the quantity of condensed milk exported in the fiscal year 1918, ending with the current month, June, will approximate 600 million pounds against 260 millions in the fiscal year 1917, 160 millions in 1916 and but 37 millions in the fiscal year 1915. The stated value of the condensed milk thus exported aggregates for the fiscal year 1918 about 70 million dollars, and when we add the other contributions of the cow, butter and cheese, the total value which she has contributed to the exports, including supplies sent by the Government, will aggregate in round terms 100 million dollars against 50 million in 1917, 25 million in 1916, 13 million in 1915 and less than 3 million in the fiscal year 1914, all of which immediately preceded the war.

Thus the American cow's contributions to the export trade of the United States have jumped from less than 3 million dollars in the fiscal year 1914 to 13 million in 1915, 25 million in 1916, 50 million in 1917 and 100 million in 1918. These figures are necessarily in very round terms especially those for the fiscal year 1918 for which the record is not yet complete. But from the actual figures now available, covering in detail the 11 months ending with May, we may safely say that the total value of the dairy products sent out of continental United States in the year ending with the current month, June 1918, will aggregate in value nearly 100 million dollars, of which condensed milk alone will approximate 70 million dollars, and of butter and cheese about 6 million dollars each, while the quantities supplied for use on naval vessels and

Government transports and not included in the Government's export record may easily bring the grand total up to 100 million dollars.

The bulk of this large and rapidly increasing exportation of dairy products goes to the men in the trenches. Of the 400 million pounds of condensed and evaporated milk exported in the nine months ending with March, for which detailed figures are available, 178 million pounds went to Great Britain where it was presumably passed to the men on the battlefield; 70 million pounds direct to France; 17 million to Belgium; 11 million to the Netherlands; 20 million to Cuba; 10 million to the Philippines; 10 million to China and Japan and 10 million to British South Africa.

Butter and cheese exports in the fiscal year 1918 show a marked decline when compared with 1917, while condensed milk on the other hand shows a marked increase. The quantity of butter exported in the nine months ending with March 1918, was but 12 million pounds against 25 million in the same month of 1917, and of cheese 12 million pounds against 43 million in the same months of the preceding year. But of condensed and evaporated milk the quantity in the nine months ending with March 1918 was 401 million pounds against 166 million in the same months of 1917 and 90 million in the corresponding months of 1916.

The large quantity of milk used in the production of this 600 million pounds of the condensed article sent out of the country in the fiscal year

1918 was produced chiefly in the stretch of country fronting upon the Great Lakes; New York, Northern Pennsylvania, Ohio, Indiana, Illinois, Wisconsin and Michigan. The largest part was from the dairy farms and condensed milk factories in New York, next in importance from those of Wisconsin, but in lesser quantities from the other states above named, while considerable quantities have also been supplied from Utah and the Pacific Coast.

The value of the condensed milk exported from the United States in the fiscal year 1918 actually exceeds the value of all the condensed milk produced in the entire country in 1914, the latest census year.

Army and Navy Represented. The personnel of the American mission was announced today. Major General Francis J. Kornan, chief of staff to General Pershing, will represent the army, and the navy member will be Commander Raymond Stone, now attached to the office of the judge advocate general here. No date has been fixed for the conference, but Germany has agreed to the American proposal that it be held at Bern, and the understanding is that the delegates will meet about September 1.

—Mead-without is the time for all of 1918.

Hughie Jennings performs the same old stunts on the coaching lines, but the fans never get tired of them.

"I HAVE been using Doctor Caldwell's Syrup Pepsin for more than

seven years. I believe it saved my little granddaughter's life, as she had such terrible spasms, caused by the condition of her stomach, until we gave her Syrup Pepsin. Our family thinks there is no remedy like Dr. Caldwell's Syrup Pepsin for the stomach and bowels."

(From a letter to Dr. Caldwell, written by Mrs. C. E. Brown, 1912 Garfield Ave., Kansas City, Mo.)

Dr. Caldwell's Syrup Pepsin

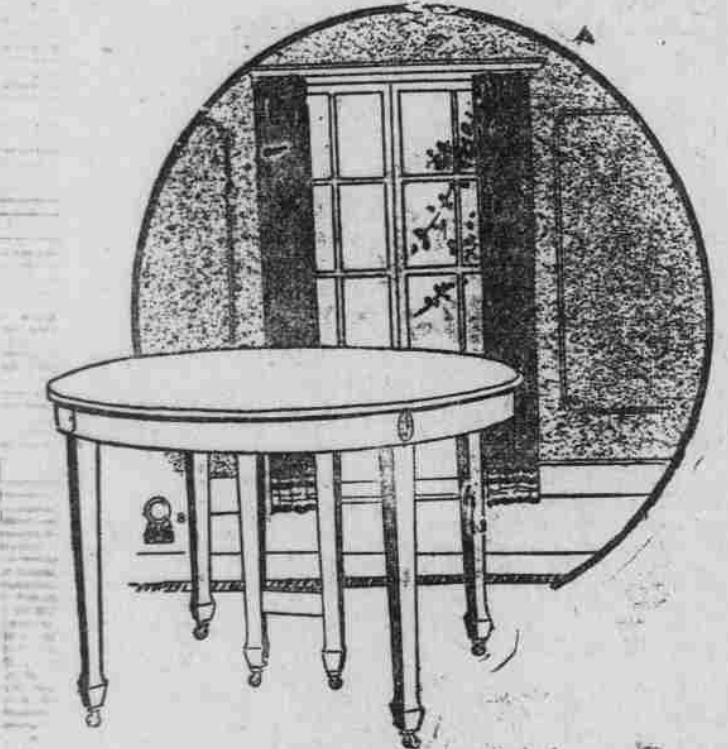
The Perfect Laxative

Sold by Druggists Everywhere 50 cts. (3) \$1.00

A mild, pleasant laxative, as positively effective as it is gentle in its action. For a free trial bottle send your name and address to Dr. W. B. Caldwell, 458 Washington St., Monticello, Ill.

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Remember, that we stand back of every piece of Furniture sold by us and keep the prices as low as possible, considering the quality you secure here.

A careful inspection and comparison with others is welcomed.

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